

SECRET



25X1

-2-

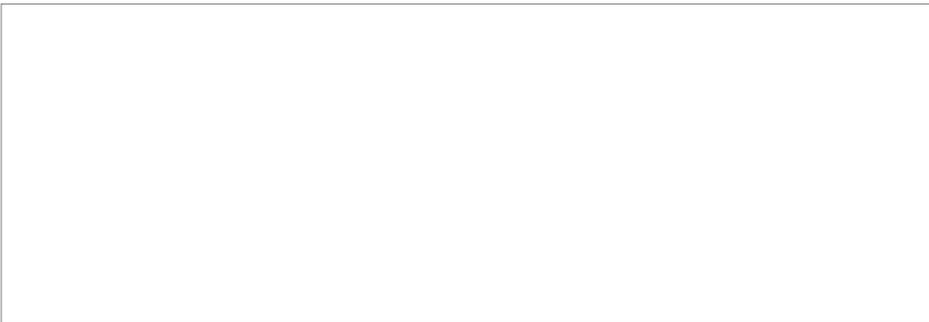
seconds.

5 to 10 January. There was no air activity. On 10 January, about 11 MiG-15s or U-MiG-15s were seen in the southeastern corner of the landing field in addition to the alert flight. The hangar doors were closed and the windows covered with frost. ¹

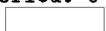
- 2. On 10 January, the following observations were made with regard to the radio installations at the field:

The radio installation of one mast located in the flying lane east of the field was unchanged. The Token-type radar set was seen at the northern edge of the landing field and the Dumbo-type radar set, the umbrella-shaped antenna and the Fishnet-type radar set were seen in the southeastern corner of the field. The radio installation of five masts was seen at its previous location west of the flight control tower. There was a single mast next to the main guard and a rod antenna on its roof. The umbrella-shaped antenna east of the vinegar factory was unchanged. ²

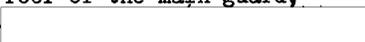
- 3. On 8 January, a column of platoon strength marched from the airfield towards the direction of the firing range. Rifle firing and detonations from hand grenades were later heard from that direction.
- 4. German craftsmen were, allegedly, employed for maintenance work on the barracks buildings.
- 5. Railroad tank cars observed arriving at the field included, 5 at 0930 on 21 December, 3 on 5 January and 2 on 8 January.



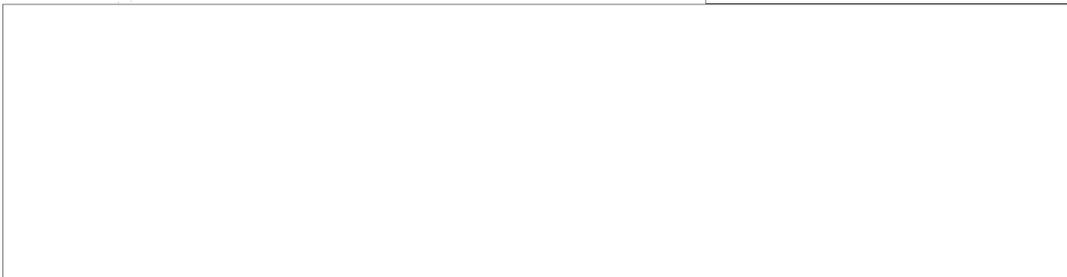
25X1

- 1. Comment. Merseburg airfield is believed to be still occupied by a fighter division headquarters and one fighter regiment. A total of 21 MiG-15s or U-MiG-15s were counted on the airfield. There was only light air activity during the reported period. U-MiG-15  was repeatedly seen in Koethen; all other aircraft  were previously seen in Merseburg.

25X1
25X1
25X1

- 2. Comment. Except for the rod antenna of the roof of the main guard, all installations were repeatedly seen previously. 

25X1
25X1



25X1

SECRET



25X1

CLASSIFICATION <u>SECRET</u>	
COUNTRY <u>East Germany</u>	REPORT
TOPIC <u>Merseburg Airfield</u>	25X1
EVALUATION	25X1
DATE OF CONTENT	25X1
DATE OBTAINED	9 February 1955
REFERENCES	
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u>This is UNEVALUATED Information</u>
REMARKS	

1. The following air activity and aircraft were observed at Merseburg Airfield between 2 December 1954 and 10 January 1955: 25X1

9 to 13 December. No air activity was observed.

14 December. At 1105, MiG-15 or U-MiG-15 [redacted] took off and landed again at 1145. At 1120, MiG-15 or U-MiG-15 [redacted] took off. A MiG-15 or U-MiG-15 landed at 1200. 25X1

15 to 20 December. No air activity was observed.

21 December. Between 0915 and 1405, MiG-15s or U-MiG-15s, [redacted] made local flights of 3 to 5 minutes duration and flights in elements of two of 30 to 50 minutes duration. The MiGs flying in formation were fitted with auxiliary fuel tanks. 25X1

22 to 27 December. No air activity was observed. On 27 December, 21 MiG-15s or U-MiG-15s were counted on the landing field. 25X1

28 December. Between 1025 and 1540, MiG-15s or U-MiG-15s, [redacted] made individual local flights of 4 to 6 minutes duration.

29 December to 3 January. No air activity was observed. 25X1

1 and 2 January. It snowed for the first time. The snow cover of about 2 cm was not cleared. The snow was only brushed off from the wings of the aircraft of the alert flight.

4 January. Between 1020 and 1628, 5 MiG-15s or U-MiG-15s, [redacted] made local flights of 50 to 60 minutes duration. The aircraft took off toward the west, subsequently crossed over the alert flight in the opposite direction and approached for landing from the east. During air activity, the alert flight was parked as usual between the two taxiways extending from the eastern end of the runway toward the south. The jet engines of the alert flight were repeatedly run up to full power from 7 to 6 25X1

